

MAKE START ON C.N.R. BATTLEFORD BRANCH

Grading Operations on Branch From Easterly Boundary of Province to
a Point on Athabasca Landing Branch Will be Commenced
at Once. This Line is Under Government Guarantee

Calgary Branch Teams

"Grading operations will be commenced tomorrow morning on the Morinville cast branch line of the Canadian National railway, says a local road contractor, this morning.

The line will run east from Morinville, a town of 1,000 people, situated just where it will connect with the main line, all the way to the town on the line in the North Battleford district, to be made the junction.

Fifty tons will commence work on the grade at Morinville tomorrow, but in a few days the teams and the equipment will be sent to the branch line have completed their work and they then will plan the cut to fit which commences grading on the Morinville branch tomorrow.

Work on this branch line will be made in stages, and the contractor will not estimate as to how much work will be done in any one day, but as much as can be given. The bonds of \$100,000 for the C. N. R. are guaranteed by the government \$12,000 per mile.

The contractor stated that grading operations on the Morinville mines extension will be commenced in about fifteen days for the season, but as early as possible when the work will be the main commenced.

**NEW IMMIGRANTS MUST
HAVE MORE MONEY**

Necessary for Settlers to Have \$50 in Cash Each From New Unit Spring—But Interest on Interests—Ministers Bill to Amend Indian Act

Ottawa, Oct. 31.—Starting next month and continuing until March, the minimum sum of money which immigrants entering Canada must have in their possession on landing, unless going to assumed positions of honor, laborers or to work on farms, will be increased to \$50.

The new regulation, which will be enforced by the immigration officers at the ports of entry, is a result of a bill introduced in the House of Commons by the Minister of Immigration, Mr. J. A. A. Macdonald, on October 28, 1911. The bill is designed to amend the Indian Act, which provides for the admission of immigrants to Canada. The bill is expected to pass the House of Commons in the near future.

**BERESFORD SAYS TRADE
ROUTES UNPROTECTED**

Addresses Open Letter to President—Asquith on Subject—Says Protection of Sea Routes is Matter of International Law—Asquith on Subject—Says Protection of Sea Routes is Matter of International Law—Asquith on Subject—Says Protection of Sea Routes is Matter of International Law

London, Oct. 28.—Lord Chamberlain, Beresford, is again taking a fall out of the Foreign Office. In an open letter to President Asquith, he points out how unguarded are the sea trade routes.

BERESFORD SAYS TRADE
Y ROUTES UNPROTECTED

Addresses Open Letter to Premier
Asquith on Subject—Says Position
a Serious One—Cruisers are Manned
by Skeleton Crews.

Thereafter it is again taking a fall out of Premier Amogh. In an open letter he points out how unguarded are the sea trade routes.

Sir,—The British trade routes of the world are at this moment almost wholly unguarded; and there exists no practicable arrangement whatever for providing increased defence in time of war. British trade in the event of war would, therefore, be exposed to the attacks of privateers on all sides. The immediate results would be:

1. A sharp rise in the rates of insurance.

4. A heavy fall in the price of securities.

The armed patrol at present exists.

Thirty cruisers to guard wealth in transportation (ships and cargoes), which on any given day is worth \$10,000,000, or roughly, page 61.

200,000,000 carried in British bottoms to a volume of 12,762,354 tons. Upon

to a volume of 13,463,394 tons. Upon those thirty cruisers distributed in various parts of the world depends the security of the greater part of the

The protection of the trade routes of the world is distributed as follows:

Atlantic coast of North America and West Indies—Four training cruisers, five attached cruisers, occasionally on station.

India and Persian Gulf—Five cruisers, five subsidiary vessels.

Australia and New Zealand—Nine cruisers.

Eastern Pacific, west coast of America—Two small sloops.

Southeast coast of America—None.

Cape of Good Hope, British South Africa, west coast of Africa—Three cruisers.

China, Japan, Singapore and Western Pacific—Six cruisers, two sloops,

Skeleton Crews.
There remain seventeen cruisers attached to home ports which are theoretically available to reinforce the protection of commerce. These vessels are at present nearly all manned by skeleton crews. In the event of war their complements, to the number of some 10,000 men, must be provided

from the Royal Fleet Reserve, owing to the lack of men, would be required

to supplement the crews of the main fleet. The Royal Naval Reserve cannot be mobilized until after war is declared. It would then be too late to serve the special purpose required. The Royal Naval Reserve men, moreover, would be strangers to their officers, to their ships and to one another.

Under these circumstances, the utility of these vessels for the skilled and arduous work involved in cruiser operations must be regarded as ex-

These seventeen vessels, un manned,

unready and too large for their purpose, constitute the whole force available for reinforcing commerce protection without depriving the main fleet of cruisers, whose number is already wholly inadequate.

It is for this reason that in the ship-building proposals which I had the honor to lay before the London Chamber of Commerce last year, I suggested that thirtieth second-rate

cruisers be provided by the year 1913-1914.

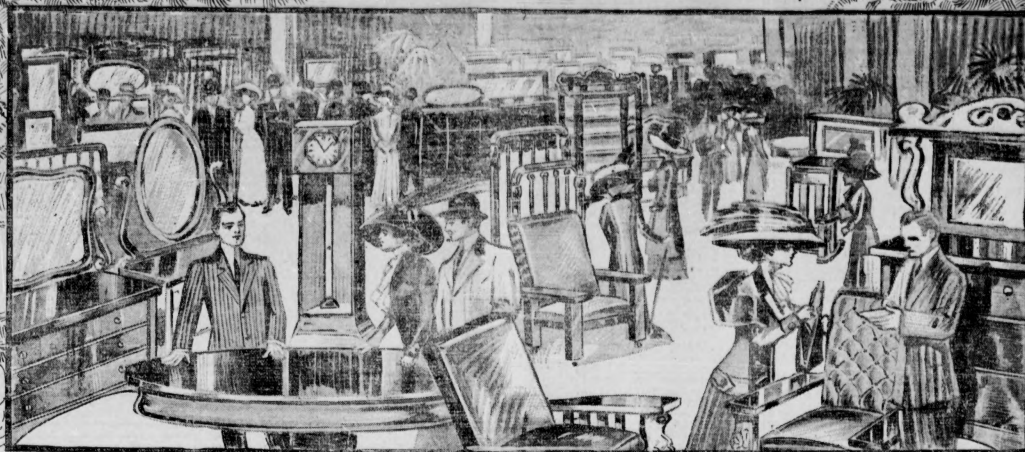
I have the honor to be, sir, your obedient servant.

CHARLES BERESFORD, Admiral.
The Right Hon. H. H. Asquith, K.C., M.P.

Nelson and Lagrave Fought Draw,
San Francisco, Oct. 31.—Battling Nelson and Antonio Lagrave, of this city, fought a 15-round draw tonight at the Palace club.

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